



GOVERNOR'S TRAFFIC SAFETY ADVISORY COMMISSION
PEDESTRIAN AND BICYCLE SAFETY ACTION TEAM
2013-2016 Action Plan Accomplishment
Summary
December 1, 2014

Identify and promote the use of best practices when designing and operating transportation facilities:

Strategy 1: Increase the number and improve the operation of pedestrian and bicycle facilities in the state of Michigan.

- 1. Conduct trainings highlighting best practices at all levels of government with programs such as Training Wheels, ADA training, and pedestrian safety.**
 - MDOT June/July for Training Wheels; Walkability Reviews in April
 - SEMCOG Safe Routes May 29th, 2014
 - LMB Law Enforcement Trainings in April 2014
- 2. Investigate innovative training programs nationwide.**
- 3. Promote national webinars and trainings from various professional organizations.**
 - MDOT region Ped/Bike groups <http://www.walkbikemichigan.com/> will populate with webinar opportunities
- 4. Encourage best practices including sidewalks, shoulders, refuge islands, road diets, bike lanes.**
 - Greenways is working with the City of Ann Arbor to implement a safety team to develop a safety action plan for pedestrians and bicyclists. They have developed a crowd-sourcing website to gather the public feedback at <http://www.communityremarks.com/AnnArbor/>
- 5. Promote and Support Road Safety Audits and other assessments.**
 - MDOT doing two RSAs per week
- 6. Identify best practices for college campuses**
 - Ongoing – identifying if certain crash types are overrepresented on colleges/in surrounding college cities (UMTRI)
- 7. Encourage data collection on new and existing bicycle and pedestrian facilities.**
 - Counters for new TAP projects-Dequindre cut, I-25 Metro Trail
- 8. Assess relationships between U.S. Census American Community Survey commute by bicycle crash data, infrastructure development and employment.**
- 9. Identify ways to influence design of the statewide Household Travel Survey to better account for bicyclists and pedestrians in metropolitan areas, providing parity with measures taken for transit usage.**
 - SEMCOG working on RFP
- 10. Assess the relationships between the U.S. Census American Community Survey commute by bicycle and the statewide Household Travel Survey.**

Raise awareness of pedestrian and bicycle safety

Strategy 2: Improve motorist, bicyclist and pedestrian behavior when sharing or crossing facilities.

- 1. Analyze and distribute pedestrian and bicycle crash data.**
 - OHSP continues to provide Ped/Bike crash data as requested.
 - OHSP has UMTRI staff provide analysis as needed.
- 2. Educate motorist, pedestrians and bicyclists on safe behavior and laws.**
 - Secretary of State has updated 'What Every Driver Must Know' document
 - OHSP and MSP have developed a Bicycle Law Enforcement Action Kit (LEAK) that contains a motor vehicle code (MVC) tip card of laws that pertain specifically to bicycles and NHTSA roll call video for law enforcement. The items are complete and will be mailed out to all law enforcement agencies in Michigan in the Spring of 2015.
- 3. Engage and educate law enforcement personnel on pedestrian and bicycle laws and data.**
 - OHSP will be engaging law enforcement in the Spring of 2015 with the bicycle law enforcement action kit (LEAK).
 - Traffic Safety Summit topics
- 4. Educate the public on pedestrian and bicycle safety.**
 - MDOT Non-Motorized committees regionally
- 5. Fund pedestrian and bicycle safety projects.**
 - OHSP has funded the development of a bicycle law enforcement action kit (LEAK)
 - OHSP will also be funding a statewide research study in FY15 to look at Ped/Bike crash data and communities in Michigan where countermeasures have been used to prevent and reduce Ped/Bike crashes, injuries, and fatalities.
 - SEMCOG TAP Projects (2014 Projects)
 - Southfield – City Centre & Evergreen Rd Enhancement
 - Ypsilanti Township – Grove Road Trail Reconstruction
 - Pittsfield Township – Lohr Textile Greenway Phase II
 - Warren – Conner Creek Warren Connection
 - Detroit – East Jefferson Streetscape
 - Royal Oak – Bike Route Signage and Pavement Markings
 - Dearborn – Rouge River Gateway Trail Extension Phase I
 - Romulus – Facilities for Pedestrians and Bicyclists/Safe Route for Non-Drivers
 - SEMCOG TIP Non-Motorized Projects (2014)
 - WATS – Non-motorized Improvement Program
 - MDOT – Detroit Riverfront Walk (Chene to Joesph Campau)
 - MDOT – I-94 (Ann Arbor/Saline Road over I-94)
 - MDOT – M-5 Non-motorized path
 - MDOT - Detroit Riverfront Walk (Joe Louis to Gabriel Rich)
 - WATS – Newport Road from Sunset to Bird
- 6. Support to implement statewide or local pedestrian and/or bicycle safety and share the road media campaigns.**
 - The Michigan Department of State developed a corresponding video that played in Secretary of State offices on MVN digital monitors
- 7. Promote the SOS bicycle safety radio public service announcement.**
- 8. Develop and promote a bicycle safety video PSA similar to the SOS radio PSA.**

- The Michigan Department of State partnered with the Michigan Department of Transportation to develop a bicycle safety video public service announcement
- 9. Develop and implement a pedestrian and bicycle safety message for Motor Vehicle Network.**
- 10. Develop and implement a pedestrian and bicycle safety message for MDOS Express News.**
 - The Michigan Department of State promoted the bicycle safety video in the SOS Express News
- 11. Update materials used by driver education instructors.**
- 12. Advocate for increased spending on pedestrian and bicycle initiatives from programs focused on safety.**
- 13. Incorporate pedestrian and bicycle safety planning into MPO and rural task force safety planning process.**
- 14. Support to implement statewide or local pedestrian and/or bicycle safety media campaign.**
- 15. Assess compliance of pedestrian and bicycle behavior on campuses.**
 - UMTRI researching college and college city crash data - ongoing
- 16. Create bicycle and pedestrian safety and education toolkit for college students.**
- 17. Encourage and/or support revisions and updates to educational and training materials related to motor vehicle drivers that recognize multimodal transportation and new roadway designs intended to promote bicycle and pedestrian safety.**
 - Secretary of State has updated 'What Every Driver Must Know' document

Provide recommendations related to pedestrian and bicycle safety legislation:

Strategy 3: Identify inconsistencies or gaps in current law pertaining to pedestrian and bicycle safety.

- 1. Monitor legislation that may impact pedestrian and bicycle safety.**
 - Nathan Bower Act (House Bill #5438) enacted in June 2014 that:
CLASSROOM INSTRUCTION SHALL INCLUDE INFORMATION CONCERNING THE LAWS PERTAINING TO BICYCLES AND MOTORCYCLES AND SHALL EMPHASIZE AWARENESS OF THEIR OPERATION ON THE STREETS, ROADS, AND HIGHWAYS OF THIS STATE
 - MDOT Intermodal Policy Division Staff regularly reviews legislation that is introduced for its potential impacts on walking and bicycling.
- 2. Encourage local agencies (counties, cities, villages) to adopt complete streets policies.**
- 3. Identify legislative solutions pertaining to pedestrian and bicycle safety.**
 - MDOT has since produced a video illustrating the safe and proper way to pass a bicyclist
- 4. Develop proposed legislation that supports: establishing a safe bicycle passing distance; increases driver education curriculum bicycle and pedestrian content; and enhanced penalties for crashes involving vulnerable users.**
 - LMB worked with members of the Motorcycle Safety Action Team to work on what became Nathan's Law (see #1)
- 5. Consider and monitor pedestrian safety practices.**
 - MDOT staff regularly review new released research documents relating to pedestrian safety. Findings are considered for application on an as needed basis.
 - Research is ongoing by MDOT to look at pedestrian crossing implementations.
 - OSHP is developing an RFF to review pedestrian/bicycle crashes and develop countermeasures for mitigation

6. Develop proposed legislation that supports: strengthening distracted driving laws; penalties for recklessly endangering bicyclists by blocking their path of travel ('dooring', parking in bicycle lanes, etc.).

Recognize successful pedestrian and bicycle safety initiatives:

Strategy 4: Identification of existing and research practices that are innovative and or successful pedestrian and bicycle safety programs and or initiatives.

- Non-motorized Crossings MDOT
 - Grand Rapids grant effort with Josh DeBruyn
1. **Recognize proactive jurisdictions or jurisdictions highly active in promoting safety of pedestrians and bicyclists with nominations for annual awards.**
 2. **Identify successful community stories and promote statewide.**
 - FHWA putting together success stories for federal submission
 3. **Literature review of existing and researched pedestrian and bicycle safety programs and initiatives.**
 - MDOT – Training Wheels – ADA Training, Counters for TAP projects, non-motor volume collection
 - SEMCOG – Safe Routes
 - LMB – Enforcement training, complete streets, Bike Rodeo, Sponsor enforcement to attend
 - Detroit Greenways – mobile units
 4. **Fund pedestrian and bicycle safety projects.**

Determine focus communities, cities and agencies for priority assistance:

Strategy 5: Reduce crashes and injuries among pedestrian and bicyclists in identified communities across the state.

1. **Provide presentations, literature, and technical assistance as feasible on pedestrian and bicycle crashes in identified communities.**
 - OHSP provides a brochure "Be A Safe Cyclist" to the public, law enforcement and any other safety partners upon request.
2. **Identify communities with high or above average crashes involving pedestrians and bicyclists.**
 - SEMCOG has developed area and neighborhood maps available on their website showing locations of pedestrian and bicycle crashes.
 - In the FY15 research study, OHSP will be asking the researcher to look for "hot spot" communities and to provide a list of recommended countermeasures to reduce Ped/Bike crashes.
3. **Identify and document crash location characteristics and crash type characteristics.**
4. **Advocate for increased spending on pedestrian and bicycle initiatives from programs focused on safety.**
 - Safe Routes for School has mini grants available up to \$5,000 per school for active transportation activities (walking school buses, ect.)
5. **Provide technical assistance to communities to identify acceptable and feasible crash counter measures.**
 - MDOT Bicycle and Pedestrian Coordinator has shared the MDOT research project titled "Sharing the Road: Optimizing Pedestrian and Bicycle Safety and Vehicle Mobility" with at least ½ dozen communities in 2014.

- MDOT developed 'Guidance for Installation of Pedestrian Crosswalks on Michigan State Trunkline Highways' in July of 2014